

CommunityInvestmentsPlan...

a Framework for the Future

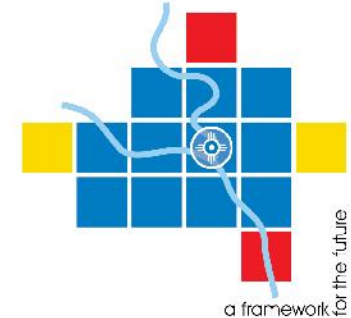


- This is a research process to gather information from randomly selected voters.
- Those invited to the 4 meetings are a cross-section of the voter population.
- This is the first step – there are other opportunities to have your voices heard:
 - 25,000 citizens will be surveyed
 - There will be public presentations with feedback
 - There will be online feedback opportunity



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Community**Investments***Plan*... a Framework for Future

"Our priorities, our investments, our future"

Community Survey Study Group Meetings
October 2012



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Why this initiative?

- Wichita/Sedgwick County residents are shareholders – \$7 billion of combined city/county infrastructure & facility assets
- State requires us to have a comprehensive plan:
 - To guide public infrastructure and facility investments
 - To authorize city/county approval related to land development
- Our comprehensive plan is outdated – developed in early 1990s
- Need to focus our efforts on maximizing “return on investment” and “community risk management” – how much and where best to invest to get the biggest bang for the buck



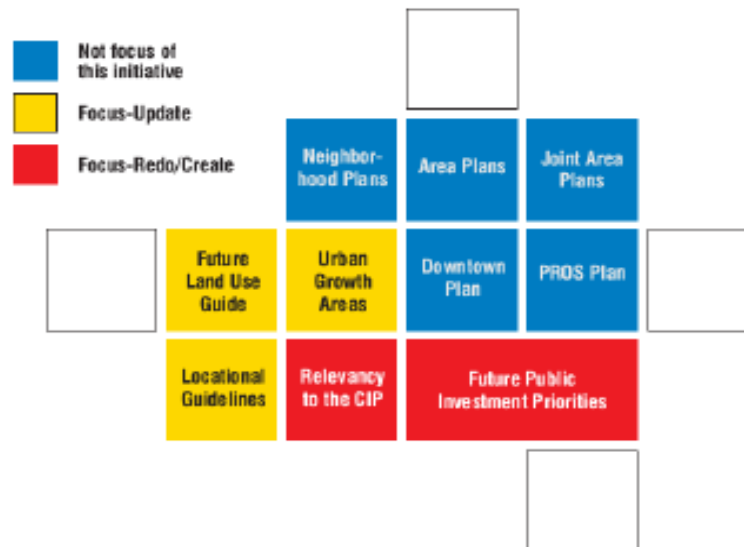
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What does our current Plan consist of?



CommunityInvestmentsPlan Elements of the W-SC Comprehensive Plan



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What is the Planning Process?



The process will take approximately four years and four phases:

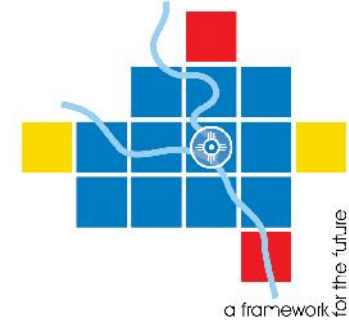
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| Phase 1 | Present and Future Community Infrastructure Analysis - 2012 |
| Phase 2 | Future Community Investments Priority-Setting and Scenario Development - 2013 |
| Phase 3 | Draft Plan Development – 2013 & 2014 |
| Phase 4 | Finalization and Adoption of a Comprehensive Plan – 2014 & 2015 |



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Integrating with Established Community Visions



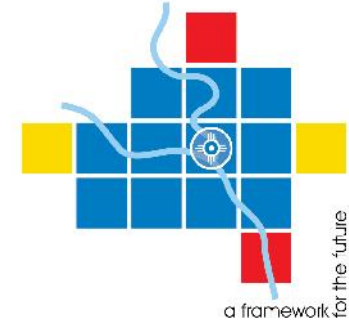
Future public infrastructure and facility investments should reflect community visions and priorities:

- Visioneering Wichita Plan & Priorities (2009)
- Project Downtown: the Master Plan for Wichita (2010)
- WAMPO Metropolitan Transportation Plan 2035
- Wichita Parks, Recreation and Open Space Plan (2008)
- Priority Project 2012 (Visioneering, Young Professionals of Wichita, Wichita Downtown Development Corporation)



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Getting the Community Involved

Through community engagement – “how much to spend” and “where best to invest”

Community Study Groups – October 2012
provide information, help define the survey focus

Plan Steering Committee – October 2012 through Plan development
23-members to help guide the Plan development

Community Survey (25,000) – January 2013
Wichita State University

Community meetings, online input



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So Why Should You Care?



We need your ideas and thoughts...

Our future together as a community will be in part a function of what we collectively:

Have
Need
Want
Currently Spend and
Will Spend

on public infrastructure & facilities.



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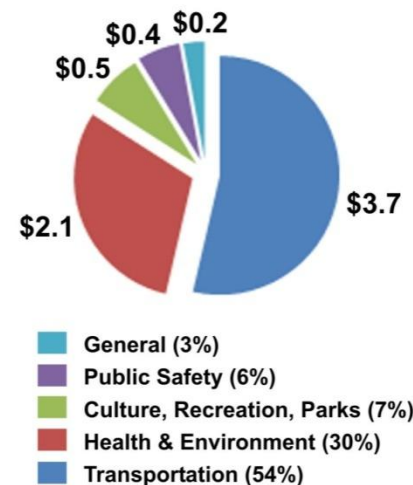


Our Current Investments

Our infrastructure and facility assets have been assessed according to the following five functional categories:

- **Transportation** - (highways, bridges, streets, sidewalks/paths, parking facilities, airport)
- **Health & Environment** - (water & sewer, stormwater, public health)
- **Culture, Recreation & Parks** - (libraries, culture/entertainment, parks)
- **Public Safety** - (fire, police, corrections, courts)
- **General Government** - (administration, miscellaneous)

**2011 Combined Wichita-Sedgwick County
Capital Asset Investment
by Functional Category**
(value in \$ billions)



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Our Current Investments



- **Our combined Wichita and Sedgwick County assets in 2011:**
 - 2,500 miles of streets and roads
 - 2,400 miles of water mains
 - 2,100 miles of sewer mains
 - 950 bridges
 - 460 buildings
 - 31 fire stations
- **Overall condition of our investment** - Based upon factors of functionality, relevancy, need for repairs and age/life cycle stage:
 - Almost 38% of Wichita's assets and 11% of Sedgwick County's assets have been rated as being in an **overall 'fair/deficient' condition**. **Remaining assets are in good or excellent condition**. (Five-point ranking scale of 'unsatisfactory', 'poor', 'fair/deficient', 'good', 'excellent').
- **Current spending plans** – Over the next 5 years, approximately 70% of planned capital spending is for asset repair and replacement; approximately 30% is for asset expansion.



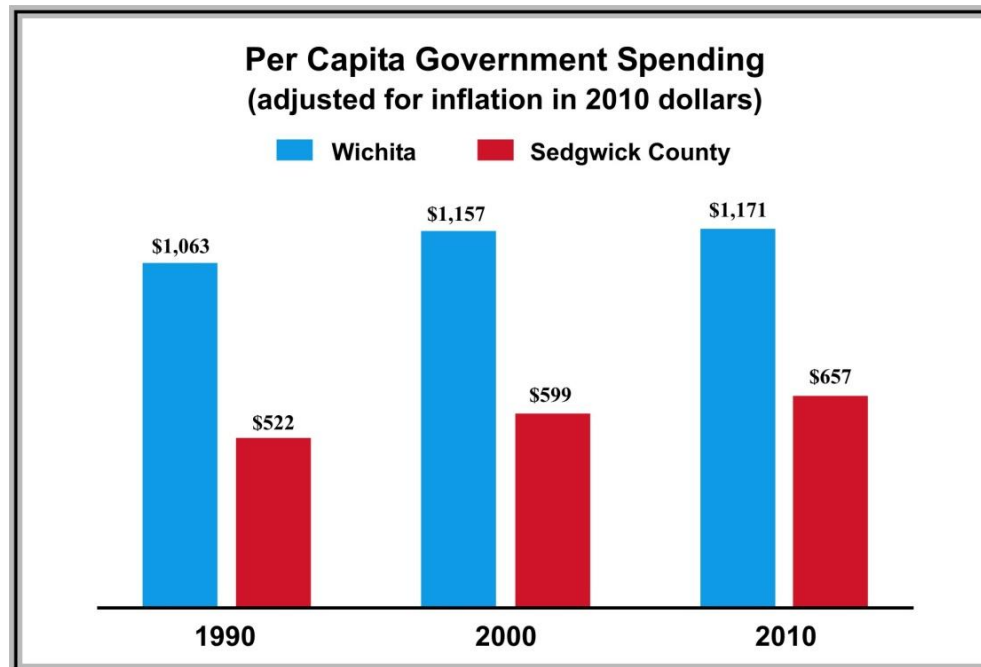
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Our Current Investments

- **Our spending over time -**
Local government expenditures on a per capita (\$ per resident) basis over the last three decades has increased slightly when adjusted for inflation in 2010 dollars:



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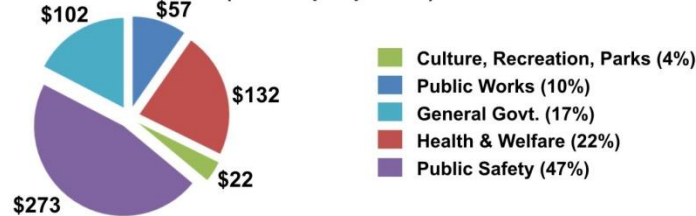


Our Current Investments

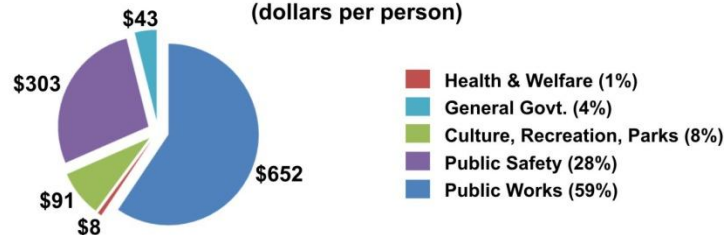
- Our spending on services -**

On a per capita basis (\$ per resident), Sedgwick County's highest spending is on *public safety* and *health/welfare* services. Wichita's highest spending is on *public works* and *public safety* services:

2011 Sedgwick County Per Capita Spending Estimates by Services
(dollars per person)



2010 City of Wichita Per Capita Spending Estimates by Services
(dollars per person)



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Our Current Investments

Important Future Community Trends & Forecasts

- Diminishing and shifting state and federal public resources for local community facility and infrastructure investment.
- Growing imbalances between slowing revenue streams for the city and county (property tax, local sales tax, motor vehicle taxes, transient guest tax, gasoline tax, and franchise fees) and the fixed costs of local government.
- Rising fuel and energy prices that significantly increase capital, operational and maintenance costs associated with public facilities and infrastructure.
- External factors beyond our control will drive some of our future investment priorities. Mandatory compliance with environmental requirements associated with the 1970 Clean Air Act and the 1972 Clean Water Act will continue to shape future operations and costs of local government in Wichita and Sedgwick County.



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Our Current Investments



Important Future Community Trends & Forecasts

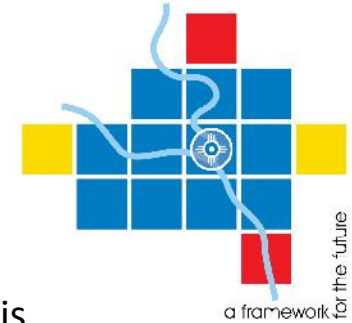
- Our community is aging. The percentage of city/county residents over the age of 65 will increase from 11% in 2010 to 18% by 2030.
- Roughly 20% of the young adults in the Wichita metropolitan area leave each year to other communities in the country, representing an estimated annual lost investment of \$595 million for the Wichita area.
- Our community must thrive in an era of increasing globalization and community competitiveness.



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Our Current Investments



Important Future Community Trends & Forecasts

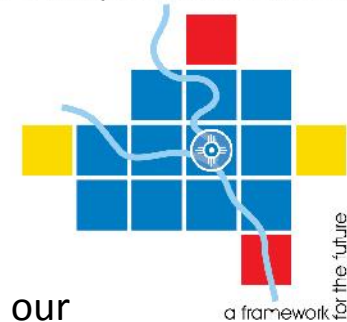
- Total employment in the Wichita Metropolitan Statistical Area (MSA) is estimated to increase during the next 25 years at an annual rate of 0.87% (with manufacturing, retail trade and health care dominant). From 2010 to 2035, it is projected that 40,844 additional jobs will be added in Sedgwick County.
- By 2035, the total county population is estimated to range between 593,000 and 610,000. Wichita's population is estimated to range between 444,000 and 452,000 (an additional 62,000 to 69,000 people residing in the city over the next 25 years).
- If historic patterns of growth continue through 2035, the majority of Wichita's growth is anticipated to occur in northwest and northeast Wichita.



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How Should We Invest in Our Community's Future?



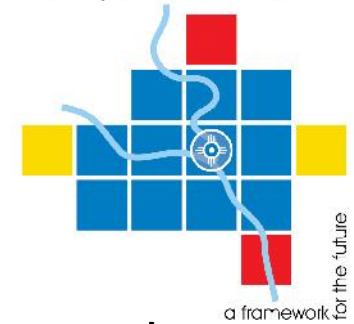
- The question is “how much to spend” and “where to spend”. What are our community expectations about the type, quality and quantity of our public infrastructure and facility investments?
- Should the community spend the same, more, or less on maintaining our **existing** public infrastructure & facilities?
- Should the community spend the same, more, or less on **new/additional** public infrastructure & facilities?
- Should the community spend the same, more, or less on specific infrastructure categories?



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Topics of Consideration

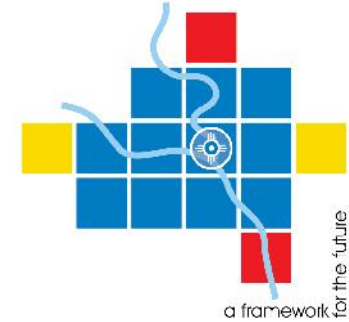


- Transportation Infrastructure and Facility Assessment
- Economic Development
- Community Development
- Quality of Life
- Water, Sewer and Stormwater Infrastructure and Facility Assessment



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Transportation Infrastructure and Facility Assessment



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Transportation Infrastructure



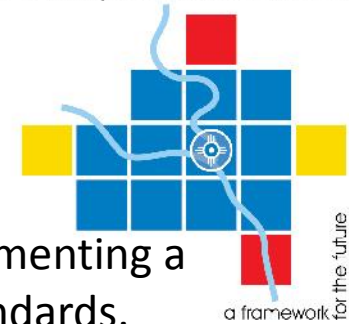
- Streets, roads, bridges, sidewalks/paths, parking, airport facilities represent 52% of Wichita's total assets (57% of the county's assets).
- Replacement value of city/county transportation assets is over \$3.7 billion.
- Combined city/county assets include 2,500 miles of roads/streets and over 900 bridges. Wichita has over 100 miles of unpaved streets.
- Almost 80% of Sedgwick County's roads are rated in good or higher condition.
- Nearly half (48%) of Wichita's streets fall below national benchmark Pavement Condition Index standards.



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Transportation Infrastructure



- To better assess the integrity of city streets, Wichita is implementing a new measurement system more comparable to industry standards.
- Additional city street maintenance funding is estimated at \$12 million annually - a more accurate total will be known once city testing evaluations are completed.
- By national standards, 29% of Wichita's bridges and 6% of Sedgwick County's bridges are in need of rehabilitation or replacement. The national average is 23%, the state average is 21%.
- Half of a dedicated one-cent countywide sales tax approved in 1985 provides Sedgwick County and Wichita funds for road and bridge projects (primarily used to fund Kellogg freeway expansions).



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Long-term Issues & Challenges

Diminishing local, state and federal revenue streams to fund transportation infrastructure

- Current state transportation funding is 38% less than the state's previous ten-year transportation budget. Future funding increases are unlikely.

Rising fuel and energy costs.

- ***Rising fuel prices increase the cost of road maintenance.*** Between 2001 and 2008, the annual fuel cost for Wichita's maintenance vehicle fleet rose from \$2.2 million to \$6.9 million.
- ***Rising fuel prices increase local road construction costs*** (cost of asphalt).
- ***Rising fuel prices increase demand for public transit.*** During sharply rising gasoline prices in 2008, annual Wichita Transit ridership rose by 14.3%.



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Long-term Issues & Challenges

Costs of ozone non-attainment - 1970 Clean Air Act

- Wichita-Sedgwick County has the potential to become non-attainment status with national ozone standards - estimated annual community cost of \$10 million.
- Ozone non-attainment also results in less local flexibility with federal highway and transit project funds. Reformulated gasoline requirements may increase local fuel prices.

Transportation needs of an aging population

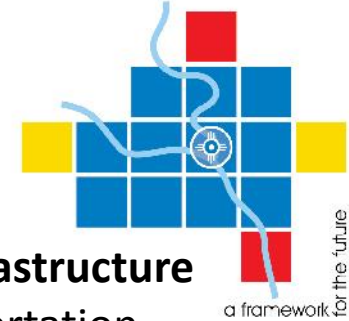
- As our population ages, an increasing number of less mobile seniors will require alternative transportation and accessibility choices.
- By 2030, 1 out of 4 drivers in the nation will be over the age of 65; the number of drivers over age 85 will be 4 times higher than today.



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Long-term Issues & Challenges



Ongoing operation, maintenance and replacement costs of infrastructure

- Increased spending on maintaining/replacing existing transportation infrastructure assets will be needed to keep current transportation assets in good condition.
- Decision-makers face difficult trade-offs between the cost of expanding our transportation infrastructure and maintaining our existing transportation system.



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Long-term Issues & Challenges

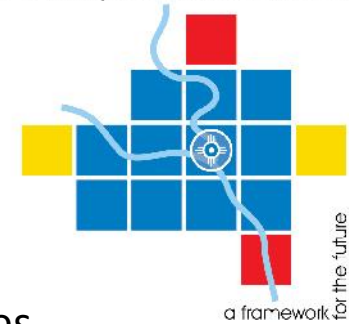
Public transit

- **Rising fuel costs** significantly increase Transit operations costs.
- **Aging transit fleet.** The phased replacement of Transit's aging bus fleet over the next 6 years is estimated to cost \$21 million.
- **Service improvement.** Moving from a hub and spoke system to a grid system; creating better service or adding regional service and park-and-ride services increases capital, operational and maintenance costs.
- **Flat revenues** (fares, federal & state grants, city general fund) **and rising expenditures** (capital equipment, maintenance, fuel, administration and labor). There is no dedicated funding source for ongoing transit operations, maintenance and service expansion.
- **Fiscal uncertainties:** Wichita Transit will likely fall short of a break-even budget in 2014 unless a new source of funding is found or services are cut.



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Long-term Issues & Challenges

Kansas Affordable Airfares Program

- Initiated in 2002 to provide lower fares, attract new businesses, keep existing jobs in Kansas, encourage increased travel and tourism, and offer more flights to the east and west coasts.

Results.

- Fares have decreased (24 % overall) while passengers (23% increase) and flights have increased.
- Nearly \$500 million in airfare savings since 2002.
- Airfares are now lower than Tulsa and Oklahoma City fares.

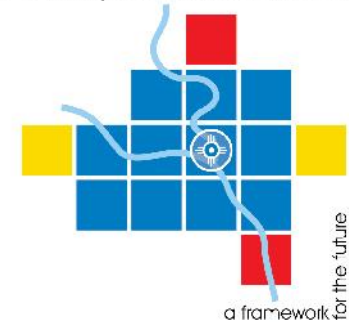
Future issues/challenges.

- The affordable airfares initiative depends on continued political and community support at the state and local levels.



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Long-term Issues & Challenges

Future passenger rail service possibilities – Oklahoma, Wichita, Kansas City

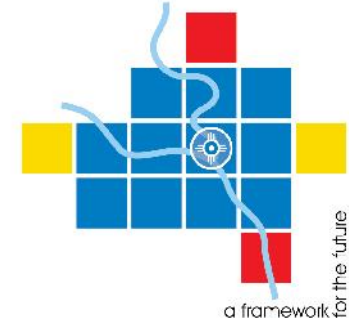
- Wichita lost passenger rail service in 1979 when Amtrak discontinued the *Lone Star* train running from Chicago to Houston.
- The Northern Flyer Organization is leading efforts to restore passenger rail service to Wichita.
- Kansas Department of Transportation and the federal government are studying passenger routing option service plans that include Wichita:
- Daytime service from Fort Worth to Kansas City (approx. \$140 million); extending the *Heartland Flyer* from Fort Worth to Oklahoma City northward through Wichita to Newton (approx. \$76 million).
- The State has limited funds to match any future federal funding committed for future passenger rail service to Wichita.



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Table Discussion



What issues stand out as being most important for our community?

(Please select recorder and call-out person at your table)



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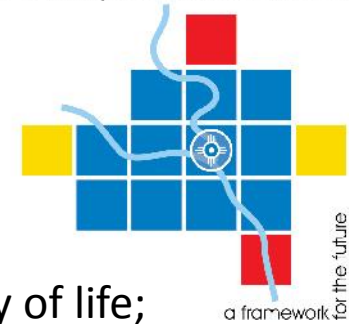
Quality of Life



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Why is Quality of Life important?



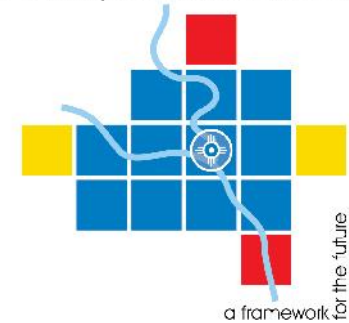
- 69% of citizens believe Wichita has a good or excellent quality of life; 78% believe it is a good place to live. (The National Citizen Survey in 2010)
- 90% of residents felt that public recreation opportunities were important in making Wichita a good place to live. (2004 Visioneering Wichita Survey)
- Green space was one of the top five attributes of a city that attract the key demographic of 25-34 year olds. (2004 Visioneering Wichita Survey)
- Quality of life amenities are important reasons that residents of all ages relocate to a community and remain there. (2008 PROS plan)



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Quality of Life – Arts & Culture



- \$66.2 million dollars in economic activity has been generated through art and cultural opportunities/facilities in Wichita. (Arts and Economic Prosperity Report for the City of Wichita)
- Wichita Public Library served over 1.1 million patrons in 2011, providing educational resources, children's programming, outreach, electronic resources and lifelong learning with various programs



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Quality of Life – Parks & Recreation



- The Wichita Park Department operates 124 parks, 8 recreation centers, 11 pools, and special use centers which include Botanica and the Wichita Ice Center.
- The City provides safe programs for kids and licensed childcare opportunities at recreation centers. Wichita police statistics show an 18% drop in crime during the summer in neighborhoods served by day camp programs.
- The Wichita PROS Plan recommends \$8 million annually for replacement and renovation of existing park/recreation assets. An additional \$19 million annually is recommended to expand Wichita's park and recreation system.
- Wichita's currently planned annual spending for PROS Plan improvements is \$2.3 million.



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Quality of Life – Parks and Recreation



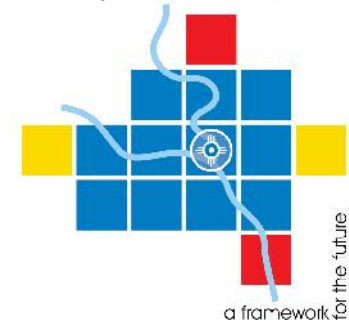
- Sedgwick County provides recreational opportunities through Sedgwick County Park, Lake Afton Park, Sedgwick County Zoo.
- Over 500,000 people visit Sedgwick County Park annually. It offers 645 acres of paths, sports facilities, shelters, fishing, and playgrounds. Lake Afton has 838 acres, providing opportunities for camping, boating, fishing, and a public shooting range.
- User fees cover a percentage of actual costs for the City and County programs: approximately 42% of the overall costs in 2011, and up to 47% for the first 6 months of 2012. (The remainder is funded by local tax dollars)



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Quality of Life – Bicycle Use



- Multiple citizen surveys have shown a desire for bicycle infrastructure improvements.
- Wichita residents note ease of bicycle travel in the city is “much below” the satisfaction of residents in comparable cities.
- Wichita ranked 21 out of 29 comparable cities for the ease of bicycle travel. It was one of the three least positive ratings by the citizens of Wichita. (2010 National Citizen Survey)



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Quality of Life – Bicycle Use



- There are currently 54 miles of shared use paths (bike paths) and nine miles of bike lanes in the City.
- The Wichita Bicycle Master Plan goals are to:
 - increase the amount of bicycling in Wichita;
 - increase safety of bicyclists; and
 - promote bicycling as a viable form of transportation.
- The proposed Plan recommends adding 149 miles of new facilities to the network in the next 10 years. The cost of these projects would be \$12.5 million (1% of the approximately \$907 million the City plans to spend on bridges, roads, and highways over the ten year period).



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Quality of Life – Bicycle Use



- The Wichita Bicycle Master Plan includes a recommendation for the City to adopt a “Complete Streets” policy.
- Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and public transit users of all ages and abilities.



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Quality of Life – Issues & Concerns

- Approximately 28 % of adults in Sedgwick County are obese. Residents are healthier in communities where people walk or bike to work more often.
- City funds for implementing the various recreation, park and open space improvements identified in the PROS Plan are limited.
- The city's transportation infrastructure has been primarily constructed to accommodate automobile traffic rather than bicycle or pedestrian traffic.
- City funds for constructing a new Central Library, expanding Century II, or renovating and expanding other cultural arts facilities are limited.



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Table Discussion



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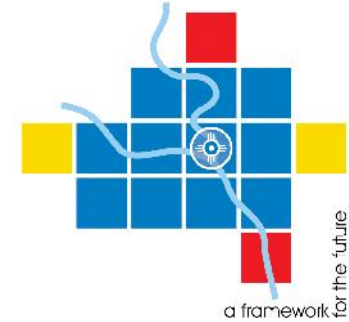


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www.communityinvestmentsplan.org



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